AL TOMORIUES.

#### Paget's danatete and Minterdate Mun First and Second in Constague Prontense Scores Again Whitney's Commune tiraduates from Matden Class.

ft. W. Nelson's Colorstrome, who seems to fondness for fooling the betting pub-in the Southold Handicap, for all ages, le and a sixteenth, at Jamaica yea-with odds of 25 to 1 about him. His ey was a glaring form reversal and caused toughd growl of protest from the crowd. News, 9 to 10 favorite, who carried a e, was father carelessly ridden by Knapp, who eased his mount up in the 100 yards and apparently did not see strome until it was too late, the latter s by a neck in 1 17. Bad News wors nde a Hight, in the homestretch and could have lost if Knapp had driven him hard the wire. The last time Bad News and rstrome each carried four pounds more in yesterday's event, Bad News winning Cederatrome finishing absolutely last lengths back. As it was Bad News act no trouble in beating Ormonde's Right, to 2, half a length for the place, with Race 13 to 5, fourth after running one of his

fing proposition, to say the least, was another disappointing favorite in the Cutchogue Handicap, for two-year-olds, six furlongs. ough he picked up 126 pounds, he was the the colt wore a burr on his bit to keep the colt wore a burr on his bit to keep from bolting. But soon after the start he shut off and Dominick had to take him Meanwhile Sydney Paget's colors were spictously seen in front when Jacobite it command with a rush, followed by his tic stable mate, Kinleydale, the pairing coupled at 4 to 1. Jacobite incidenty showed a marked improvement over previous race when he came home to a oping victory by four lengths in 1:13 3-5, it Kinleydale taking second money a length de ydale taking second money a length of Hermitage, 12 to 1. Security was

in front of Hermitage, 12 to 1. Security was a length back.

Frontenac, 4 to 1, ran right back to his form when he won the handicap for all ages, six furlongs. Willie Knapp found an opening on the rail as he reached the head of the stretch, and the Kingston horse went on to an easy victory by a length in 1:13 2-5. Rusk, the top weight, backed down to 13:10-5, stopped at the last furlong pole and was nowhere, while Handzarra, 5 to 2 favorite, hung on and nailed the place a neck from the 60 to 1 shot Royal Window, who beat Toscan a head. J. H. McCormick's Grenade, 9 to 10 favorite, was easily the best in the second race, at a noile and a sixteenth. He trailed a greater part of the way and then ran over Massa, in to 1, the pacemaker, in the stretch, beating him a length in 1:47 2-5. Massa had twelve lengths over Columbia Girl, 8 to 1. Norbury, backed down to 5 to 2, ran a bad race when his previous effort is recalled.

A. Muskoday, backed from 100 down to 15, looked like the winner of the fifth race, one mile and a furlong, until he hit the stretch, where he began to stop, and he finished a head outside of the money. Athlone, 11 to 5 favorite, turned up the winner, beating Goldfeur, 8 to 1, by a length in 1:54 4-5. The latter had a head over Lady Jocelyn, 25 to 1.

H. P. Whitney's Commune, backed down to even money, graduated from the maiden two-year-old class in the last race, at five and a haif furlonss. Miller came with her on the outside in the run home, the Meddler filly taking the race by a length in 1:08. Billy Banastar, 15 to 1, ran second, two lengths in front of R. E. Watkins's Swell Girl, who epened at 8 to 5 and went up in the betting. Three favorites won and 25,000 persons were present. The summaries: gth back. ontenac, 4 to 1, ran right back to his form

FIRST RACE.			
Handicap; for all ages; \$800 added;	six f	urlong	5:
Horse and Age. W1. Jockey.	Bett	ing. 1	M'n
Frontenac, 5 118. W. Knapp	4-1	7-5	11
Handzarra, 3	5-2	even	2n
Royal Window, 44., 88. Notter			3h
Toscan, 5 104 . W.Buch'an.		4-1	4
New Mown Hay, 4 110. O'Neill			5
Rusk, 4	13-5	9-10	6
Kittle Platt, 3 95 Sewell	50-1	15-1	7
Midas, 2 88 Miller	6-1	5-2	8
Time, 1:13 2-5.			
Good start; won easily; Frontena	c. b.	h., 5,	by
Kingston-Sylvabelle; owned and tra	lued	by Jar	nes
Griffin.			

	Grimn.	
	Selling: for three year olds and upward;	\$700
	added: allowances; one mile and a sixteenth:	
	I Horse and Age. Wt. Jockey. Betting	Fin.
	Grenade 4 110 Sewell 9-10 1-2	11
í	"Massa, 3:	213
	Columbia Girl, 4 103 Romanelli. 8-1 2-1	30
	Norbury, 5 106 Creamer 5-2 7-10	4
	Alum Water, 6 103 . Wishard 200-1 80-1	5
	Cognomen, 4 105 W.Knapp. 15-1 5-1	6
	Time, 1:47 2-5.	

Good start; won easily; Grenade, b. g., 4, by St Gatlen—Turmoil; owned and trained by J. H. McCormick

added: six fu Horse and	Age.	Wt.	Jock	·U.	Be	tting.	Fit
·Jacobite, 2		117.	J. Jan	1es	4-1	even	1.
.Kinleydale,	2	110	O'Ne	III	4-1	even	21
*Kinleydale, Hermitage, 2		92	Notte	r	12-1	5-1	31
Security, 2		126	Domi	nick	7-5	4-5	4
Security, 2 Inquisitor, 2.		103	Mille	r	6-1	2-1	- 5
Valagal, 2		100	Klene	k	20-1	H-1	6
James Reddle	ole 2	115	Rurn	4	10-1	3-1	7
Zlenap. 2		109	Sewe	11	7-1	8-1 3-1 5-2	- 8
"Coupled.	end seems	£1714					-

Paget; trained by A. J. Joyner. Paget; trained by A. J. Joyner.

Southold Handleap: for all ages; \$1,500 added; ene mtle and a sixteenth:

there and Age. Wt. Jockey. Betting. Fin.
Cederstrome. 3. 102. Miller. 25-1 8-1 183 18- 3 18- 3 18- 3 18- 3 183 18- 3 18- 3 18- 3 18- 3 183 18- 3 18- 3 18- 3 183 18- 3 18- 3 18- 3 183 18- 3 18- 3 18- 3 183 18- 3 183 18- 3 18- 3 183 18- 3 18- 3 183 18- 3 18- 3 183 183 18- 3

PIFTH RACE.

Ided: one mile and a furlong: Horse and Age. Wt. Jockey.	Rett	ing.	Fin
Athlone, 4	11-5	evel	1 11
Goldfleur, 3 99. L. Smith		3-1	2h
Lads Joselyn, 5 94 . Sewell	25-1	10-1	Sh
Meskoday, 3 94. Miller	15-1	6-1	4
Our Sher, 3 101 . W. Knapp.,	4-1	7-5	. 5
110 at 3 90 . Horner		6-1	6
89. Hohman	6-1	2-1	6
lan. folly, 6 99. Romanelli	4-1	8-5 8-1	8
103 O'Connell	20-1	8-1	9
104 Helgerson	25-1	8-1	10
Ande ack 3 95 Clare	60-1	20-1	11
Time, 1:54 4-5.			
Good start: won driving: Athlone	br.	g., 4	. by
Handsel Lizzle Gilman; owned by .	I. L.	McGu	nnis
trained by J. 1. Smith.	201		

SIXTH RACE For maiden two-year-olds; to carry 112 pounds; \$000 added; five and a half furlongs;

Belling, Fin. 

Poor start; won easily; Commune, b. f., 2, by Meddler-Equality; owned by H. P. Whitney trained by J. W. Rogers.

#### GOSSIP OF THE RACETRACK. Stewards Likely to Investigate the Com mune-Swell Girl Race.

The betting on the last race at Jamaica yesterday caused no end of ugly talk among racetrack patrons on the way back to the city and it is just possible that the turf authorities may ask some questions relative to the affair within the next few days. According to the consensus of opinion, R. E. Watkins's Swell Girl, by His Highness—Lilita II., was the public choice for the race, and opening at 8 to 5 she was quickly backed down to 6 to 5. At that point a number of wise men who frequent the paddock came | crying into the ring with the intention, it is said, of backing Swell Girl, but when they noted the short odds, they shook their heads, so the story goes, and went back. Not long after that these wise men reappeared. In a jiffy they were loading up the books with big money on Commune, who opened at 13 to 5. The plunge was so great that Commune backed down to even money and was finally wiped off the slates entirely, the worried layers refusing to take another dollar on the

Whitney filly at the last moment.

Meanwhile Swell Girl went up in the betting to 5 to 1 in some books, with as much as 8 to 5 to show against her. Jack Martin had the mount and when the barrier went up it was noted that he did not get away any too well. Martin did not use his whip until the middle of the stretch was reached and then Swell Girl closed with such a powerful rush that she would probably have run over Com-mune, the winner, in another sixteenth of a mile. Wherever the race was discussed there was a feeling that all was not as it should have been. Martin was scored for a poor ride, while all sorts of rumors were in circulation as to the persons who bet heavily

on Commune. It was said that a wed known

of Committee. It was said that a wed known plunger who beauty bases Martin's mounts but on commune in the cluthonus, while sucther horseman who selien allows herses trained by Walkins to se unhacked also took the Walkins to se unhacked also took the Walkins to se unhacked also took the Walkins to see the collar grid cleetared that they had been tricked. The stories soon real held the cars of the stewards, but it was too late then to begin an investigation, which will probably be under way to morrow.

Cederstrome's form reversal in the Southeld Handicap did not escape the stowards by the way, for they sent for fr. Butter, the trainer of the colt, and asked him to account for the wonderful improvement shown. Butter, however, was mable to give the desired information. He said that Cederstrome was righed the same way as in his previous race when he showed no speed and was beaten off. He declared that he bet on the colt when he was last in his other race and also wagered \$10 on him yesterday. As the odds went up to 40 to 1 and pobody of any account but he heavely on Cederstrome, the stewards concluded that there was nothing wrong, except an unaccountable improvement in the horse.

E. McElroy was added to the list of non-members operating in the ring yesterday, as Z. Frost, of the Mets, dropped out. That

ment in the horse.

F. McElroy was added to the list of non-members operating in the ring yesterday, as Z. Frost, of the Mets, dropped out. That made a total of thirty-four "invaders" with forry-six Mets, and all of them had all the business they could attend to.

Miller rode two winners yesterday. The midget now heads the list of winning lockeys for the meeting with twelve firsts. He handled both Cederstrome and Commune with remarkable skill.

When Athlone won the fifth race for Jack McGinnis, Jule Garson and Tommy Griffin took turns at bidding the horse up from \$900 to \$2,100. Then Met linnis kept him with an extra \$5 bid and also took occasion to indulge in a war of words with Garson, who ran second with Goldfleur and profited to the extent of \$900 from the boost. Jane Holly, Jetsam, Critical, Lady Jocelyn, Goldfleur and A. Muskoday were all played for good things in this race. If Muskoday had won the ring would have been killed to use the words of the talent. The colt was just a trifle short, but his backers had visions of untold wealth for more than a mile. He ran in the name of G. W. Dodge, with T. H. Ryan as trainer, Incidentally his race was a somersault as to form.

#### NEW STEAM YACHT ORDERED. Owner Will Use It Cruising Along the Coast and On the St. Lawrence.

A new 140 foot high speed cruising steam yacht is to be built by Seabury & Co. at Morris Heights for a well known Western yachtsman. The boat is to be ready for next season's service and will be used for cruising along the coast as far as Nova Scotia and through the St. Lawrence to the Great Lakes. The keel of the new yacht has been laid and the frames are almost ready. The dimensions of water line, 17 feet beam, 6 feet 6 inches draft, heads.

The plan of the yacht shows a fine looking and able craft, with pole masts and schooner rig. There is a deckhouse forward, with necessary interior space for dining accommodations. The forward part of this house

necessary interior space for dining accommodations. The forward part of this house will be fitted as a dining room and at the after end will be arranged a steward's pantry. There will also be a commodious after deckhouse or social hall, the interior of which will be finished as a music room or saloon, having entrance from the deck at side. A stairway will be arranged in this house for entrance to owner's quarters below.

The owner's quarters are in the after portion of the vessel. The first room aft of the machinery space is the bathroom and lavatory. On the starboard side adjoining the bath will be a dressing room. The finish of these rooms will be in white enamel. Att are the owner's staterooms, a suite of two. The woodwork is finished in white mahagany. Following the owner's quarters to starboard and port will be arranged the guests' rooms, and aft of these is the saloon, which is to be of liberal proportions and fitted with gun and fishing pole racks at either side, bookcases, &c., all finished in white mahagany. On the port side will be a storage room. Following the śaloon aft and opening from the passageway will be three staterooms. Two of the rooms are quarter or single size, and one stateroom aft, the rull width of the yacht, for the use of guests, is fitted with two berths. The deck houses, skylights, hatches, companionways and deck fittings will be of mahagany. The interior finish of both deck houses will be in mahagany, the lower partment of the crue of the crew, and all other accommodations needed. The yacht will be handled from an officer's bridge. There is ample space on top of deck house for guests' bridge forward of the engine compartment, and in the Joreastle will be found two staterooms for the officers and berths for the crew, and all other accommodations needed. The yacht will be handled from an officer's bridge. There is ample space on top of deck house for guests' bridge forward of the engine compartment, and in the Joreastle will be a complete electric lighting plant. Three small boats an

#### CRESCENT A. C. TRAP SHOOTING. Final Rounds for Lott, Snyder and Mullerite Trophies.

The final rounds for the Lott, Snyder and Mullerite trophies were shot off yesterday afternoon by the trapshooters of the Crescent Athletic Club. The cups, which have been open for competition throughout the month, were won respectively by W. W. Marshall, who scored an aggregate total of 131 out of 150 targets; Dr. Keyes, who scored an aggregate total of 67 out of 75 targets, and O. C. Grinnel, who broke in all 69 targets out of a a possible 75. Besides these there were also eight target trophy matches, that furnished some keen competition. In these C. A. Lockwood carried off the honors, winning four with good scores, A. G. Southworth was a double winner, and the others went to E. W. Snyder and D. C. Bennett. The scores: Trophy Shoot-Fifteen targets-W. W. Marshall, 12; D. C. Bennett, 12; J. Teeter, 12; A. G. Southworth, 7; W. C. Damron, 7. Shoot off-D. C. Bennett, 13; W. W. Marshall, 9

Trophy Shoot-Fifteen targets—A. G. Southworth, 7: W. C. Damron, 7: Shoot off—D. C. Bennett, 13; W. W. Marshall, 9 J. Teeter, 8.

Trophy Shoot-Fifteen targets—A. G. Southworth, 15: D. C. Bennett, 11; L. C. Hopkins, 11; W. W. Marshall, 10; W. C. Damron, 10; G. L. Blake, 10; E. W. Snyder, 9; J. Teeter, 9.

Trophy Shoot-Fifteen targets—E. W. Snyder, 14; A. G. Southworth, 13: D. C. Bennett, 13; O. C. Grinnet, 18: L. C. Hopkins, 12: J. Teeter, 12; W. W. Marshall, 11; W. C. Damron, 10.

Snyder Trophy—Twenty-five targets—O. C. Grinnet, 22: A. G. Southworth, 21: Ir. Keyes, 21; W. C. Damron, 15; W. W. Marshall, 11. Aggregate scores: Dr. Keyes, 67: O. C. Grinnet, 66: A. G. Southworth, 66; W. W. Marshall, 17: O. C. Grinnet, 21. Aggregate scores: Dr. Keyes, 67: O. C. Grinnet, 66: A. G. Southworth, 66; W. W. Marshall, 17: O. C. Grinnet, 21. Aggregate scores: O. C. Grinnet, 66: A. G. Southworth, 66; W. W. Marshall, 17: O. C. Grinnet, 21. Aggregate scores: O. C. Grinnet, 69; A. G. Southworth, 60; Dr. Keyes, 65: W. C. Damron, 63: W. W. Marshall, 56. Lott Trophy—Fifty targets—W. W. Marshall, 56. Lott Trophy—Fifteen targets—C. A. Lockwood, 15: W. C. Damron, 112.

Trophy Shoot—Fifteen targets—C. A. Lockwood, 15: W. C. Damron, 18: H. W. Bissing, 12: E. C. Bennett, 12: C. W. Snyder, 11: Dr. Keyes, 19: W. W. Marshall, 19: A. G. Southworth, 9: O. C. Grinnet, Jr., 9: L. C. Hopkins, 6; J. Teeter, 10. C. Grinnet, Jr., 12: W. W. Marshall, 19: A. G. Southworth, 12: W. W. Marshall, 11: W. C. Damron, 12: H. W. Bissing, 13: W. W. Marshall, 13: A. G. Southworth, 14: C. A. Lockwood, 15: Dr. Keyes, 15: H. W. Bissing, 13: W. W. Marshall, 11: W. C. Damron, 10: Dr. Keyes, 7.

Trophy Shoot—Fifteen targets—C. A. Lockwood, 15: A. G. Southworth, 14: H. Hopkins, 13: W. W. Marshall, 11: W. C. Damron, 10: Dr. Keyes, 7.

Trophy Shoot—Fifteen targets—C. A. Lockwood, 15: A. G.

#### PARKWAY MATINEE.

Brightlight, a Former New York Speed way Herse, Wins in His Class.

There were over 3,000 enthusiastic light There were over 3,000 enthusiastic light harness followers at the Parkway Driving Club course yesterday afternoon for the regular matinée. The New York Speedway horse Bright Light, formerly owned by Stewhart Barr, was victorious in Class D. Finishing fourth in the first heat, which went to the second choice, Grey Boy, Bright Light won the two remaining heats and race well driven by Mr. Bensinger. The summaries:

Class A, trotting:
Tommy Allen, ch. g., by Strath Allen (Trotter). 1 1
Lord Belgrave, br. g. (Jacobus) 2 2
Time-2:2034, 2:2234. Class B, trotting: Impatience, br. s., by William H. Cassidy (Marquand) Mildred Wallace, ch. m. (Archbold) Time -2:24, 2:28/2.

Class C. pacing:
Air Line, th.g., by Luby (Monerief).
Helen Hill, ch. m. (Reddy).
Evelyn W., ch. m. (Wardell).
Time-2:204, 2:194. Class D. trotting or pacing:
Bright Light, br. g. (Bensinger)
Grey Boy gr. g. (O'Hara)
Northland Puss. ch. m. (Wardenhauer)
Lady Francis, br. m. (Jacobus)
Time—2:2834, 2:28, 2:24.

#### Questions Answered.

Reader, Newark—Terry McGovern and Pedlar Palmer of England met at Tuckshoe, N. Y., on September 12, 1899. Palmer was knocked out in less than a round. Tommy Murphy and McGovern met at Philadelphia before the Washington Sporting Club on October 18 last. McGovern won in 2 minutes and 2 seconds.

#### FALLS IN THE STEEPLECHASES sprinter's to S-5 Seconds for 100 Vardo

MILLIONAIRE HIGGINSON COMES A CHOPPER AT MORRIS PARK.

Squadron A Richer Wins the Inaugural Milliary Stace Orange County Patry Gets the Grange County Hunt Cup Seciety at the Successful Windup.

It was an old-time crowd at Morris Park resterday, for the last day of the United Hunts Bacing Association meeting A novelly was the first military steeplechass, A. H. Hugginson from harm in a fall at the done wall. The Boston millionaire and M. F. H. of the Middlesex had the lead on the favorite, Ownissa, in the third race, and as the fall was at the jump before the grand stand and clubhouse it was the most excit-ing occurrence of the meeting. Mr. Higgin-son escaped quite unburt.

personages in the clubbouse inclosure. Mrs. Charles Pfizer, who only returned vesterday morning from the wedding of her daughter race included Brig. Gen. and Mrs. Fred Grant, Capt. and Mrs. Emery, U. S. A., and Admiral and Mrs. Coghlan, U. S. N., who were the guests of Mr. and Mrs. Perry Belmont. The road coach Venture, the Squadron A coach, W. R. H. Martin's drag and E. C. Potter's break were in the paddock

coach, and the passengers, who were the guests of F. Havemeyer, picnicked on the coach during the races in the old fashioned way. In the party were Mrs. Galloway, Mr. and Mrs. Sadlier and Mr. and Mrs. Poppen-hausen. Mrs. Martin was on the box with hausen. Mrs. Martin was on the box with W. R. H. Martin, and also on the coach were Mr. and Mrs. L. Trowbridge Martin, Mr. and Mrs. Ellery Anderson and Prescott Slade, A. G. Vanderbilt drove the Venture, and Bradish Martin, Jr., had the coach, his guests Jacob, P. G. Gerry, Scott Cameron, J. Searle Barclay and Monson Morris.

Two miles was the route in the military

steeplechase, over a country that would have march. Sergt Froment of Squadron A rode the winner. New Zealand, (and Sergt. Alpers of the Brooklyn cavalry, Troop C, was a good second on Silver Twist. Two Squadron A men, McGuire and Bates, had falls on Tapa and Squire Gray, both remointing and finishing. In fact, McGuire, who is on the squadron's polo team, managed to beat out Dominion for third place under the whip. Lieut. Martin, U.S. A., of the Fifteenth Cavalry, rode Dominion. The Squadron A men rode in the blue fattine uniforms, and the others in khaki, the colors being worn as sashes.

Only three started in the Hunt cup steeple-chase, the first event. Fure Pepper, the favorite, fell at the last jump at the second round when in command after having made all the running. Knight of Liway and Gen d'Arme had a bumping match from the last hurdle to the stretch, the former drawing away and winning handly. The protest of foul was not allowed.

Seven started, but four only stood up in the Orange 'County Hunt Steetlechase, for hunters and with hunting men in the saddle. The donor of the cup, J. R. Townsend, who is M. F. H. of the Orange County, had the pleasure of leading in the winner, Liffey Bank, Balford and Owaissa led for the first round, with Crow Wing third and righting for his head. Adjutor went down at the fence by the stables, and as horse and rider were in Crow Wing's path Mr. Devereaux had to clear them by a mighly effort, as well as the hurdle. On the second mile Crow Wing and Owaissa were the contenders, but the former went down at the fence by the woods. Owaissa now had plain sailing, with Liffey Bank making up ground, but many lengths away. Going at the stone wall without gathering up Owaissa. Mr. Higginson was knocked out for a spell and taken off in the ambulance, but hereafter Liffey Bank had an easy race of it. Mr. Higginson was knocked out for a spell and taken off in the Great United Hunt Steeplechase, Was won easily by Ben Crockett from Pagan Bey, the leader for half of the long journey. Form at this meeting was upheld again in the Cetaway march. Sergt. Froment of Squadron A rode. of the Brooklyn cavalry, Troop C, was a good

First Race—Hunt Cup Steeplechase, with \$1,000 added; about three miles and a half.

Mr. Cotton's Knight of Elway, eh. g., by Knight of Ellersile—Flash in the Pan, 13 (Jackson), won:

of Ellersile—Flash in the Pan, 113 (Jackson), won: Charles Pilzer's b. g. Gen, d'Arme, 141 (Grantland), second; H. S. Page's b. g., "Pure Pepper, 155 (Pinegan), third.

'Fell, but ridden in for third money,
Betting—Kaight of Elway, 13 to 10; Gen, d'Arme,
10 to 1; Pure Pepper, 4 to 5.
Second Race—Orange County Hunt Steeplechase,
for bona fide hunters, \$500 added; about four miles,
J. R. Townsend's Liftey Bank, blk. g., by Biltz—
Prile of Eyreheld, 168 (P. Evans), won Louis Fitz
gerald, J's. blk. g., Crusader, 108 (Owner), second;
H. C. Brown's ch. m. 1718h Gfrl, 168 (Mr. Atkinson)
third. Also ran-Mr. Chetland's Balford, 173 (Mr. Baker), R. A. Strawbridge's Crow Wing, 173 (Mr. Devereaut), Mr. Chetland's Owalssa, 168 (Mr. Higginson); S. Van Schniek's Adjutor, 168 (Owner) cit., titing—Lifley Bank, 6 to 1; Crusader, 8 to 1; an Girl, 5 to 1; Chetland Stable, 3 to 5; Crow Wing, Irish Girl, 5 to 1: Chettand Stable, 3 to 5: Crow Wing, 7 to 10: Adjutor 12 to 1. Third Bace—Great United Hunts Steeplechase, handleap: for a \$250 cup and \$2,500 added, T. P. Phelan's Ben Crockett, b. g. by Ben Holldlay—Maggie Moore, 140 (Gallagher), won; W. G. Brockaw's Pagan Bey, 150 (E. Helder), second; T. P. Phelan's Wooleatherer, 155 (R. Johnson), third, Also ran—Swamplands, 144 (Grantland). Tom Coogan, 140 (Ray).
Betting—Phelan Stable, 7 to 10; Pagan Bey, 2 to 1; Tom Coogan, 160 (; Swamplands, 20 to 1). Fourth Race—Military Steeplechase; to be ridden by officers; for a \$200 cup and \$300 added; about two miles. N. Victor Froment's New Zealand, ch. g., by oletto-Glencora, 165 (owner), won, W. H. dey's Sliver Twist, 165 (Mr. Alpers), second; S. McGuire's Taps, 165 (owner), third iso ran-Squire Gray, 165 (Mr. Bates); Domin-165 (Lleut, Martin). n, 165 (Lieut, Martin). Betting—New Zvaland, 2 to 1; Oliver Twist, 8 to 5; ominion, 2 to 1; Squire Gray, 6 to 1; Taps, 8 to 1. minion, 2 to 1. Squire Gray, or stephenase for non-fifth Race Getaway steephenase for non-nners, with \$500 added. About two miles and a George B. Hill's Caloorahatchee, b. g., by Locohaichee Quandary, 137 (Hupper, won; Charles Pfizer's Gypsic, 148 (Hays), second; Samuel Willett's Howard Gratz, 148 (Dehling), third. Also ran—Zadok, 145 (Walcott), Rory O'More, 137 (Mr. Clark), \*Micou, 148 (Nea); \*Black Death, 148 (Mr. Baker); \*Russell Sage, 142 (Augsberger), \*Fell. Hetting—Caloorahatchee, 2 to 1; Gypsic, 15 to 1; Howard Gratz, 15 to 1; Micou, 11 to 5; Black Death, 4 to 1; Zadok and Russell Sage, 5 to 1; 4 to 1; Zause 15 to 1. Sixth Race Mount Kisco dash, with \$200 added. Sixth Race—Mount Kisco dash, with \$200 added. About 8tx furlongs, on the flat.
Chelsea Stables! Tweedle, bik. f., by Childwick—Homespun, 155 (Mr. Baker), won; T. E. Mannix's Gieroso, 145 (Mr. Carle), second; F. A. Clark's Maxmillan, 148 (Mr. Craven), third.
Also ran—Capt. Hayes, 155 (Mr. Orem); Ashbores; Edna Tanner, 145 (Mr. Froment); Nopal, 145 (Mr. A. P. Devercaux).
Betting—Tweedle, 9 to 5; Olcroso, 13 to 5; Maximilian, 6 to 1; Capt. Hayes, 8 to 1; Nopal, 7 to 2; Ashbrook, 12 to 1; Daring Sailor, 12 to 1; Edna Tanner, 141 to 5.

Billiards. Most of the details have been agreed on and arranged for the amateur tournament at the Liederkranz Club to decide final possession of the Eagle cup. The tournament will begin on November 27, and the amateurs who are eligible to compete, each having won a leg on the trophy, are Edward Gardner of Passale, Wilson P. Foss of Haverstraw, Arthur Townsend of Brooklyn, Ferdinand Poggenburg of New York and Charles Conklin roggenourg of New York and Charles Conklin of Chicago. Of these Gardner, Poggenburg and Conklin will play, with Foss uncertain and Townsend not likely to compete. Each contestant will play every other one twice, the games to be of 300 points, 14 inch balk line.

A new trophy has been put up for the annual championship tourney, which will again be held in Chicago, so the historic Eagle oup into be disposed of in the manner told above. It is understood that the consent of the donor and all of the players interested has been secured. This will give New York a tournament of almost equal importance with the championship one. The cup is a valuable and handsome trophy, and to be the final possessor of it would be an honor which will insure some trans billing decorates.

#### keen billard contests. Athletic Field for the Poly Prep Asso-

clation. There was great rejoicing among the 500 students in the Polytechnic Institute in Brook-lyn on Friday morning at their gathering in the chapel over the announcement that the Poly Prep Athletic Association had secured an athletic field between Ocean Parkway and Gravesend avenue, in the Parkville district, immediately south of Washington Cemetery. The field covers nine acres and has cost about \$50,000.

DUFFEY TO LOSE HIS RECORDS.

stricken From the Books, A big sensation was caused in sporting ission of professionalism and nothing else was discussed in the clubs and other quarters where athletes resort. Local athletic authorities were not much surprised, for it has been an open secret for some time that ticorgatown man intended to tell all, ing article he did not mention the names of shady amateurs whom he knew and of the clubs which were so tempting with their

James E. Sullivan, who is chaleman of the record committee of the A. A. U. vesterday gave orders that Duffey's name and all his records were to be stricken off the books. as well as the national championship which he won in 1899. Mr. Sullivan is also pub-lisher of the athletic almanac which gives the records the world over, and he has ordered that all intercollegiate, English, American and Australasian records to the credit of Iniffey be removed from the book. So, as far as history in sprinting goes, Duffey's

far as history in sprinting goes, Duffey's name will be a blank.

Duffey's exposure places Georgetown University in an urly position with the Intercollegiate Association of Amateur Athletes of America, and it is understood that institution will be asked to explain its action in indorsing the sprinter's entry at the intercollegiate meet the four years he appeared for the 160 yards. An unofficial statement was to the effect that the intercollegiate association would probably strike out his name from its list of champions and record holders.

association would promote a record holders.

Mr. Sullivan made the following statement regarding the Duffey exposure: "The consession of Arthur Duffey, made through his manager and by himself, that Duffey has been a professional alhiete since the year task is the most startling confession ever made in athletes. Many theials and athletes in the city of New York knew, from statements made quite recently by Duffey, that he intended to make this exposure, and therefore they were not at all surprised. Pity is expressed on all sides for the man who now has it announced that he has been making a living out of athletics when officials and others believed him to be an amateur.

"That the statement is true, of course, all will now admit. No good can possibly come from denying that this statement is absolutely true, and his confession will no doubt be a good thing for amateur sport. It will open the eyes of the athletic officials of the world, who have been hoodwinked for years.

"Duffey has certainly concealed his identity

doubt be a good thing for amateur sport. It will open the eyes of the athletic officials of the world, who have been hoodwinked for years.

"Duffey has certainly concealed his identify in an artistic manner. He has fooled the officials of the intercollegiate association and of Georgetown University, who were responsible to the intercollegiate association for his entry; he has posed in Great Britain as an amateur and has fooled the officials of the Amateur Athletic Union of Great Britain; he has fooled the officials of the Amateur Athletic Union of Great Britain; he has fooled the officials of the Amateur Athletic Union of the United States as well.

"It is a well known fact that the officials of the Amateur Athletic Union had decided to refuse a registration card to Duffey in case he should try to compete again. They felr that after his last trip around the country an investigation would naturally be in order, so he voluntarily retured from his amateur position and now exposes himself and purposes to expose others. In England they have a legal committee and a legal fund to prosecute just such at histes as Duffey admits he is, and I firmly believe that the intercollegiate association and the Amateur Athletic Union of the United States should appropriate money and proceed to prosecute Duffey, if possible.

"No punishment that can be meted out is too severe for Duffey. His name has been readdlently placed upon our records and he has been given events that he himself admits he was not entitled to, and as editor of the Official Athletic Almanac, which is the recognized athletic almanac of America, I have this day eliminated Duffey's name from the record books, and in future editions of the almanac such wins as have been credited to him in the past in England, Australia and America. I will leave blank, with the hope that the Intercollegiate Amateur Athletic Association, the Amateur Athletic Association of Great Britain, the Australasian Amateur Athletic Linion of the United States will agree with me that this punishm

records will be left out of the A.A.U. record books.

"Of course, it must be thoroughly understood that this decision which I make only refers to the Official Athletic Almanac, which I have edited for the last fifteen years, and which is now the only almanac devoted exclusively to amateur sport. This decision has been made after conference to-day with as many of the prominent college, scholastic and A. A. U. men as I could possibly reach, and I think that it is a decision that will be followed up by the different associations of the world, and I only hope that we can get to Duffey in some legal way that will be a lesson in the future to athletes who desire to deceive governing bodies."

#### NOTES OF THE TRADE

What's Going On in Automobile Circles. Anticipating the increased demand for high class cars in 1906, automobilists, says Mr. Lineberger of the Ranier, are placing their orders now. As an in-stance of this change in the conditions of the trade the Ranter people have sold seven cars in one week for delivery in March and April next. The agents, too, no longer walt for the shows, but are hustling to get their orders in so that they can be in line for early cliveries. The Boston agency for the Ranler has been placed with Morrison, Tyler & Co., who have ordered afty cars. Delivery will commence to them in February. The Ranier people will turn out 300 cars for 1906. This is a positive amount and will not be to 1906. This is a positive amount and will not be in-creased, as they intend to live up to their assurance of deliveries on time. Mr. Lineberger says that the 1906 model of the Ranler is the closest to the Mercedes yet manufactured in this country. It is guaranteed for one year free of all repairs, thus showing their confidence in the product. The 1903 struck a gait the minute it was placed on the market and the principal changes from this to the 1906 are in ignition from pump spark and battery to the make and break of ISimms-Bosch magneto. ball hearing in transmission and the axic instead of plain bearing; a generally improved chassis, which has been strengthened throughout by additional brace bars and cross sections; an increase in wheel base from 98 to 104 inches; a 34 inch wheel instead of a 32, and an increase to 30-35 horse-power in the motor.

C. B. Rice, the general Eastern distributing agent for the baker Electric, is having the busiest season in his carreer. It started in early on every type of baker, and he is on the hustle to keep shipments up to the mark. The handsome depot carriage has been a winner, and numbers among its buyers some of New York's best known men and women. Electrics have caught society's fancy; there is an air of reniement about them, and they are pleasure vehicles in every sense of the word. Mr. Rice has not yet secured a suitable site for his big garage or electrics, and in the meantime the storage question is getting serious for him, cramped as he is for space in his Broadway establishment, and onshe as being pressed on him every day. C. B. Rice, the general Eastern distributing agent

business being pressed on him every day.

Quite a noteworthy event in automobile circles is the reunion of Oldsmobilists, which will be heid in the afternoon of election day. November 7, Every owner of an Oldsmobilists, which will be heid neighboring cities is invited to come with his car and one friend at noon on that day to Broadway and Fifty first street, and from there the party will run out to the Empire track, where they will be the giests of the Oldsmobile company of New York at luncheou. Later in the afternoon a number of short races and gymkana events will be run off on the tracks in which the competing cars will be given to the winners of these events. This reunion will celebrate the fifth anniversary of the Oldsmobile in New York. It was one of the first motor vehicles to be introduced here and it has met with great success The recent record trip of two Oldsmobiles from New York to Portland, Ore. Is still fresh in our memories and demonstrated was a small law covered acrease economics of the content of the second content of the second content of the oldsmobiles from New York to Portland, Ore. Is still fresh in our memories and demonstrated events will be given to make the order of the content of the oldsmobiles from New York to Portland, Ore. Is still fresh in our memories and demonstrated events will be given to the content of the conten land, Ore, is still fresh in our memorles and demonstrated what a small low powered car can accomplish. Not the latest interesting feature of the reunion will be a drawing for a new model runabout, in which each Oldsmobilist in line shall participate. What a brave showing they all will make—there are about 800 in this vicinity.

Users of Franklin cars have been made happy in and around New York during the last few days by the attention paid their machines by the experts sent out by the H. H. Franklin Manufacturing Company of Syracuse. These men called unon each owner of a Franklin ear and gave it a thorough overlauding with the compilments of the company. This broad policy and excellent follow up system, whereby the Franklin Manufacturing Company looks after all its cars periodically, has won the company a host of friends.

warninger will of the wayne is back from Detroit, where he witnessed the trials of the 1906 models of that car. These include a 50 horse-power four cylinder seven passenger machine, which will sell at \$3.500; a four cylinder car, with a detachable tonneau and a turtle deck, at \$2.500, and a 16 horse-power car, with double opposed motor under the hood, at \$900. This latter Mr. Kull says will be one of the biggest sellers in New York and vicinity.

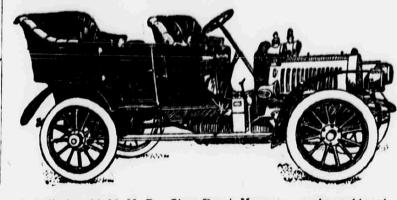
AT TOMORITES.

# The New Model 1906

ALTOMORDIE.E.S.

"The Pullman of Automobiles"

is now on exhibition at the Rainier show rooms. Expert Automobilists, especially those who pin their faith to foreign cars, are invited to inspect this triumphant American production. It challenges comparison with any machine made in any country at ANY PRICE.



4 Cylinder, 30-35 H. P. Sims-Bosch Magneto—make and break spark. Direct drive. I beam front axle. Continental Tires. Full aluminum bodies. Simplest control, 5 to 55 miles on high gear. Absolutely noiseless. 20-25 H. P., \$4,000. 22-28 H. P., \$3,500.

#### Guaranteed Free of Repairs for One Year.

No other car is sold with so broad and unusual guarantee. The Rainter Model A, 22-28 H. P., has been the hit of the present season. Up in the Bretton Woods, in Maine, in the Adirondacks, along the Jersey Coast, its remarkable performances have excited surprise and admiration. 55 cars delivered in New York and NOT ONE dissatisfied purchaser. Let us show ,you what these Rainter owners and drivers write us. It is interesting reading.

Landaulets-Limousines-Tonneaus.

THE RAINIER COMPANY, Salesroom Broadway & 50th St., New York. Telephone. 1001-Columbus New England Agency, Morrison-Tyler Motor Co., Boylston St. & Massachusetts Av., Roston

## The OAR

OFFERS TO THE OWNER EVERYTHING THAT IS BEST IN HIGH-GRADE MOTOR CAR CONSTRUC-TION AND WITH

#### NUMEROUS NOTABLE **FEATURES**

THAT ARE PECULIAR TO ITSELF ALONE

\$4,500 to \$5,500

DELIVERIES OF TONNEAUS, LIMOUSINES AND LANDAU-LETS IN FROM ONE TO TWO WEEKS. DEMONSTRATIONS BY APPOINTMENT.

#### THE LOZIER MOTOR CO.

22 EAST 42d STREET, NEW YORK CITY

OPPOSITE HOTEL MANHATTAN

going at the rate of 28 miles an hour when the grade was struck. The high speed was put on, and at the top of the grade the speedometer showed that despite its load the car had gained a speed of 50 miles an hour. There is a level stretch of five miles along this line and the wind was coming down at the rate of 70 miles an hour. The high speed was again put on and the car was sonn going at the rate of 58 miles an hour in the teeth of the wind. The force of the gale was so strong that the occupants had to brace themselves in their seats in order to stay in the car.

Popular interest centres in gasolene cars of high power, and there was no exception in the case of the 1906 40 horse-power Royal that got to C. A. Duerr's place yesierday. In fact, it was keen than usual, occasioned by the excellent showing it made in the elimination trial. Prospective buyers and others who came out of curlosity were pleased with the general appearance and construction of the car. It has changed very little from the 1905 model. Of course, such changes as a season's use suggested have been tried out and incorporated. The chassis has been strengthened throughout, and Hess-Bright ball bearing is used in transmission instead of plain bearing. The wheel base is two inches longer and the body design has been limproved upon. esign has been improved upon.

Lancia and Nazzaro salled Tuesday on the Kronprinz Wilhelm for home. They expressed themselves as particularly pleased and gratified with the treatment they received in this country. Lancia especially was very enthusiastic and says he may return to drive one of the Flat racers at the Ormond meet. He believes that any one of the 110 horse-power Flats that ran in the Vanderbilt could break the straightaway mile record.

The president and board of directors of the Flat factory, who came over from Tuin to witness the hig race, sailed on the Amerika on Thursday. All hands are satisfied with the performance of their country's cars and the manner in which the race was managed.

was managed.

E. R. Thomas, the well known automobilist, bought from Hollander & Tangeman last week two Flats, one a 24 horse-power, the other a 60 horse-power car, both with touring bodies. Other noteworthy sales were a 24-32 horse-power touring car of R. G. Erwin of Hartford, president of the Atlantic Seaboard Transportation Company; a similar car of Robert E. Kerr of Kerr & Co., bankers; a 24-32 horse-power to F. S. Jones, with two bodies, one a touring body by Bothschild, and a Limousine body, and a 60 horse-power car to Edward Thaw of Pittsburg, to be delivered in Paris. Purchasers of 190 models which will probably be delivered early in December were; Enos S. T. Richardson, a 35 horse-power car, and Seymour L. Cromwell, a 20 horse-power car, and Seymour L. Cromwell, a 20 horse-power car. The Decauville Automobile Company has secured

The Decauville Automobile Company has secured an additional lot adjoining their new garage at Fifty sixth street and Broadway. The company will erect a special building here to be devoted to the showing and sale of its special line of supplies and accessories. This new dapartment will be conducted upon unique lines; all supplies soid by the house will be designated with the brand "D. A. C." It is not generally known that this concern controls a most extensive line of foreign accessories and supplies. The proper distribution of their goods will be made one of the principal departments of the business.

Expert S. Partidge, vice-president of the Decue

Ernest S. Partridge, vice president of the Decu-a ville Company, sailed on the Amerika for Paris last Thursday, to personally oversee the prepara-tion of Decauville cars for the forthcoming show.

where he witnessed the trials of the 1906 models of that car. These include a 50 horse-power four cylinder car, with a detachable tonneau and a turtle deck, at \$2.500, and a 16 horse-power car, with double opposed motor under the tension whereby the manufacturer sells the tonneau and a turtle deck, at \$2.500, and a 16 horse-power car, with double opposed motor under the biggest scilers in New York and vicinity.

The New York Motor Car Company received its Atlas three fon truck yesterday. It made the run from Springfield to New York without a hitch. It has the same power plant and transmission as the two ton truck that has given such good results, but larger running gear and body and larger earry-ling space. There is a big demand for a truck of the American car watch he is at a ting can be five ton truck demand for a truck of the Marcilan geant of the District of the Springfield to New York without a hitch. It has the same power plant and transmission as the two ton truck that has given such good results, but larger running gear and body and larger earry-ling space. There is a big demand for a truck of the American car watch he is at a ting can have any design of body that strikes their fancy.

Details of an exhaustive test of the first 50 horse-power 1906 Thomas out of the Huffalo factory have been disclosed by Harry S. Hough the North Agency of the Calliac people expect to grant the watch of the Spring and the lines of the bear a practice. Magneto ignition and buil bearings aroughout are among the leading changes.

Details of an exhaustive test of the first 50 horse-power 1906 Thomas out of the Huffalo factory have been disclosed by Harry S. Hough the vicinity of Barns. He hope the parts of the remainer and transmission gear with the construction of the Buffalo factory in the watch of the Calliac bearing a ready of the parts of the parts of the engine have been disclosed by Harry S. Hough the construction of the Buffalo factory in the parts of the sevent bearing a ready of the parts of the parts of the engine

#### FOR SALE. 40 H. P. De Dietrich, side entrance.

Original cost \$9,000. Condition guaranteed perfect. Will sacrifice. Address, 105 Sun Office.

#### AUTOMOBILE OPPORTUNITIES!

Thirty Horse DEDITFRICH, practically new; Twenty Horse DECAUVILLE; Twenty-four horse Walters; Darracq, 4300.

CADILLACS, ALL Models, 4300 to \$600.
Sixteen horse Rambler, like new, \$150; Twenty-four horse Mors, \$1,200; Renagit, \$900; Oldsmobile Delivery Wagon, \$150; Panharids, \$750-\$1,000; Peerless twenty-four horse, \$1,400; Locomobile, \$1,500; Franklin, \$150; Ford, \$375; other unusual apportunities. Tires, Bodles, etc., cheap, account Removal.

BROADWAY AUTOMOBILE EXCHANGE,

#### AUTOMOBILE BARGAIN HOUSE.

The spot where LOSSES know no limits; and where IMMEDIATE CLEARANCES are, "First, zast, and all the Time," the sole object!
Owners of over 159 Automobiles have INSTRICTED us to refuse NO reasonable offer: Remember, three floors, each one entire City Block long, jammed full of Runabouts and Tourney Cars. All Tip to date," Perfect, 1904 and 905 Models; EVERY ONE of which we can offer rom \$100.00 to \$500.00 below their true Value!
Our DEMONSTRATORS Instruct all Purchasers WILLIS'S AUTOMOBILE EXCHANGE, 17 Park Place, through to 14 Murray St.

FOR SALE. A Limited Number of Slightly Used ELECTRIC BROUGHAMS

IN FIRST CLASS CONDITION.

Ansonia Motor Car Co., Tel. 3616-Columbus. Broadway and 66th St WANTED—Limousine touring car, second hand; must be well known make and up to date. Mail reply before Wednesday to WIGHTMAN & HOUGH CO., No. 3 Maides Lane.

dasses of the Cascades where the snow is increasing in depth each day. The Renault Frères agency has received a number of inquiries for agencies throughout the United States. Several have already been placed by Messrs. Thieston and Bernin, who control the fortunes of the car in this country.

H. D. Esterbrook, a director of the Western Union

# Electric

T THIS TIME BAKER ELEC-A TRIC VEHICLES need no introduction. Actual service that has proven highly satisfactory, with demonstrated qualities of durability in the five years they have been upon the market, has so thoroughly established their reputation that they are universally admitted as the best of the Electric type of automobiles.

Baker Electrics are a complete embodiment of frefinement in the carriage making art. Rich in their interior as well as exterior finishwith lines that are distinctively smart; strong, without any superfluous weight; adjustable in all wearing parts; absolutely free from lubricants, odor and noise, and the simplest and safest in control of any automobile in the world.









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Simplicity and elegance are characteristic of Baker Electric Vehicles. The stamp of public approval has been placed upon them. They are produced in a plant where motor vehicle manufacture is the sole and single purpose. The Baker combines within itself those qualifications which differentiate the sterling from the indifferent and worthless.

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